BANGALORE DISTRICT.

PROCEEDINGS OF THE MEETING OF THE DISTRICT BOARD, BANGALORE, HELD ON 5TH JULY 1913.

Ex-officio Members.

PRESENT.

1. K. Chandy, Esq., B.A. (President).
2. The Assistant Commissioner, District Treasury (Vice-President).
3. ,, Do Closepet Division (Member.)
4. ,, Do Dodballapur Division. do
5. The District Medical and Sanitary Officer, Bangalore District.

ABSENT.

6. The Executive Engineer, Bangalore Division.
7. The Deputy Inspector of Schools, Bangalore District.

Non-official Members.

PRESENT.

8. Mr. Chik Guruvareddi, Bangalore Taluk.
9. ,, Sinappa, Hoskote Taluk.
10. ,, Naraharaiya, Nelamangala Taluk.
11. ,, Shamanna, Kankanhalli Taluk.
12. ,, Ramachandra Rao, Magadi.
13. ,, Karebhama Narasimhaiya Chetty, Closepet.
14. ,, Hucheerappa, Anekal Taluk.
15. ,, Hanumantha Rao, Devanhalli Taluk.
16. ,, D. A. Ballard of Anglo-Indian Association.
17. ,, B. Usman Khan, Bangalore Taluk.
18. ,, Byregowda, Hoskote Taluk.
19. ,, S. Dasappa, Nelamangala Taluk.
20. ,, Abdul Khuddus, Channapatna Taluk.
21. ,, K. Puttappa, Anekal Taluk.
22. ,, Karnik Krishnamurti Rao, Magadi.

ABSENT.

23. Mr. Chandrasekaraiya, Dodballapur Taluk.
24. ,, Venkategowda, Channapatna.
25. ,, Venkatarayappa, Dodballapur Taluk.

The Amildars of Bangalore, Hoskote, Nelamangala, Kankanhalli, Channapatna, Anekal, Devanhalli and the Deputy Amildar of Closepet were present and the Amildars of Dodballapur and Magadi were absent.

1. Read letter No. 1383, dated 11th June 1913, from the Secretary to the Government of Mysore for Railways, regarding the construction of a Steam Tramway between Bangalore and Kunigal *via* Magadi and the preparation of a scheme to carry out the undertaking.

Resolution.—Mr. E. A. S. Bell (Secretary to the Government of Mysore for Railways) was specially invited to be present at the meeting as the subject was important and relative merits of traction engines had to be known. Mr. Bell responded cheerfully and was present. Copies of the Memorandum kindly drawn up by him were circulated to the members and the same was explained to them in Kannada also. *Vide* copy of the Memorandum attached. Then discussion was invited in which several members took part. After much deliberation and interchange of views, the question was put to the vote. Only two members were in favor of Tramway and the rest were for motor road traction, as it is less costly and serves all needs for the present. The opinion of the majority was adopted, and it was further resolved that the Government be approached to lend the Board a sum of Rs. 50,000 required for installing the service; the Board prepared to liquidate the loan in easy annual instalments within 20 years or longer as the Government may fix with interest at the Savings Bank rate.

2. Read letter No. 1415, dated 15th June 1913, from the Secretary to the Government of Mysore for Railways, forwarding copy of letter dated 5th June 1913, from Messrs. Nolen and Chowdhury, Merchants and Agents, Clive Street, Calcutta, and calling for opinion as to

whether there are any routes in the Bangalore District on which motor bus services could be usefully employed.

Resolution.—Resolved that a reply be sent to the Secretary to the Government of Mysore for Railways that the route Bangalore to Kunigal *via* Magadi is suited for motor bus service, but that the Board are considering the installation of such service themselves.

3. Read draft bye-laws framed by a Sub-Committee of the District Board members under Section 31A of the Local Board Regulation, II of 1902, as amended by Regulation X of 1911 for the control and conduct of business in the Tanneries of the Bangalore District.

Resolution.—Resolved that the draft bye-laws be translated into Kannada and copies thereof circulated to the members.

4. Read letter No. 9470—L. B. 275-12-2, dated 29th May 1913, from the Secretary to the Government of Mysore, General and Revenue Departments, declining to sanction the proposed increase of Re. 1 to the pay of the caretaker of the musafirkhana at Kadgodi, Hoskote Taluk.

Resolution.—Resolved that in consideration of the prices of food grains, etc., the pay of such of the caretakers as are drawing Rs. 5 and less be increased so that all may get uniformly Rs. 6 a month.

5. Read letter No. 821, dated 16th June 1913, from the District Medical and Sanitary Officer, Bangalore District, stating that the services rendered to the travelling public, by patel Byre Gowda of Bekuppe, Kankanhalli Taluk, in helping them to cross the Arkavati when in floods, may be recognised.

Resolution.—Resolved that the President of the Board do issue a certificate of merit in recognition of good services rendered by the gentleman.

6. Read letter No. 10292-9--L. B. 301-12, dated 26th June 1913, from the Secretary to the Government of Mysore, General and Revenue Departments, inviting attention to Representative Assembly Subject No. 234 of 1912, regarding the proposal to appoint an Assistant Engineer to supervise District Fund works, and calling for a suitable scheme in the matter in consultation with the District Board.

Resolution.—It was urged that the Board is at present contributing about nine to ten thousand rupees to the Public Works Department to meet the establishment, tools and plant charges for carrying out the works of the Board and that out of the said sum, the Board can as well have their own Public Works Officer of the status of an Assistant Engineer with a subordinate officer of the grade of a Sub-Overseer for each taluk, to ensure thorough efficiency and prompt execution of works. The point was also raised whether the minor maramat tank works of the district may not also be added on to the same agency under the scheme and the Tank Inspectors absorbed. After much discussion it was agreed that the proposed scheme of amalgamating the District Board and Maramat works under one agency be commended to the Government for sanction. The details of the scheme being worked up after the scheme receives the sanction of Government.

7. Read letter No. 10072-9—L. B. 306-12, dated 21st June 1913, from the Secretary to the Government of Mysore, General and Revenue Departments, inviting attention to Dasara Representative Assembly Subject No. 254 of 1912, anent the desirability of annual budget allotments being made for the improvement of sanitation in villages.

Resolution.—This is desirable.

8. Read letter No. 10041-8—L. B. 305-12, dated 19th June 1913, from the Secretary to the Government of Mysore, General and Revenue Departments, inviting attention to Representative Assembly Subject No. 242 of 1912, regarding the formation of new Unions.

Resolution.—The Board are of opinion that villages containing more than 500 houses or 1,500 population or which are likely to yield an income of over Rs. 500 may be constituted into Unions, in lieu of the present limits, *viz.*, more than 300 houses or 1,000 population.

9. Read Closepet Sub-Division Officer's yadi No. 1058, dated 4th April 1913, recommending that a cattle pound may be established at Kodihalli, Kankanhalli Taluk.

Resolution.—Resolved that a cattle pound be established at Kodihalli.

10. Read Magadi Taluk Amildar's Itilla No. 240, dated 14th May 1913, forwarding Taluk Board's resolution dated 30th April 1913, regarding the raising of medicine charge of the Native Vaidyasala at Kudur, Magadi Taluk, from Rs. 8 to 10 per month to enable the

native pandit of the said Vaidyasala to visit the Hindustani School at Adarangi and administer medicine to the school children.

Resolution.—The Board are not agreeable to the proposal.

11. Read Bangalore Taluk Amildar's Itilla No. 523, dated 13th May 1913, forwarding Taluk Board's resolution, dated 5th March 1913, in the matter of filling up a pit at an estimated cost of Rs. 150 in front of the newly built school at Hudi, Bangalore Taluk.

Resolution.—The Board are willing to undertake the work provided the villagers do pay a contribution of 2—3rds of the estimate cost of the work, *viz.*, Rs. 100 as agreed to by them.

12. Election of two members for the ensuing Representative Assembly at Mysore.

Resolution.—The following members were elected by the non-official members of the Board.

1. Mr. Ramachandra Rao of Magadi.
2. ,, K. Puttappa of Anekal.

13. Read Bangalore Taluk Amildar's Itilla No. 479, dated 26th April 1913, forwarding Taluk Board's resolution, dated 16th January 1913, *re* the construction of a tunnel over a halla at the entrance of Agara village, Bangalore Taluk.

Resolution.—The Board express their inability to support the resolution of the Taluk Board.

14. Resolved that the next meeting of the Board be held on 25th October 1913.

K. CHANDY,
Deputy Commissioner and
President, District Board.

MEMORANDUM ON THE RELATIVE COST OF MOTOR ROAD TRACTION AND TRAMWAY TRACTION.

On certain motor car services in South India which are being run on a commercial scale, the cost per car mile including running expenses, interest on capital, depreciation and management charges has averaged out at 12 annas for an average load of three tons either passenger or goods. This amounts to 4 annas per ton mile but these results have been achieved on good roads and in the present state of roads in Mysore at least one anna should be added or say 5 annas a ton mile.

For a steam tramway the cost would of course vary with the ruling grade, but assuming 1 to 50 as ruling grade the cost might be taken 3 pies per ton mile excluding interest on capital. Working results are therefore greatly in favor of a tramway as compared with road motor traction.

On the other hand, capital cost is very much in favour of motor traction. A tramway from Bangalore to Kunigal *via* Magadi would cost 5 or 6 lakhs of rupees whereas the cost of installing a motor service would be perhaps Rs. 50,000 for cars plus cost of a workshop for repairs, unless local firms in Bangalore were utilized for this purpose, which would probably prove in the long run more expensive than undertaking the repairs departmentally. This sum represents the cost of three cars at Rs. 15,000 each and three Trailers of one ton capacity each.

Next as regards fares the charges on certain services in southern India vary from $1\frac{1}{4}$ annas to 2 annas a mile for a reserved seat and $\frac{3}{4}$ anna to 1 anna a mile for an ordinary seat, whereas by tramway the charges might be $1\frac{1}{2}$ annas a mile for upper class and $\frac{1}{2}$ anna a mile for lower class.

The services which might be provided with three cars would be as follows :—

1 car would leave Bangalore in the morning for Kunigal and return in the evening.

1 car would leave Kunigal in the morning for Bangalore and return to Kunigal in the evening.

1 car spare.

The chief advantage of a motor service as compared with a Light Tramway is that in the event of failure on one route, the cars can be transferred to another route or sold at a substantial proportion of their original cost, and so the loss of capital is not large, whereas in the case of a tramway a very large sum is irrecoverable, if the tramway service is given up as being unprofitable.

Bangalore, dated 4th July 1913.